
SPORTS COVERED FOR THE WHOLE WORLD OF THE BOSTON AMERICAN

CRIMSON ARMY HOPES TO BEAT CORNELL THIS YEAR

Pitcher Jack Boules.

Boules is a Western recruit for Boston Nationals' pitching staff. Yesterday at Providence he was responsible for local team's defeat.



Amberg Making Good.

The local arrangement of the Harvard Crimson army has at last been decided. The team, which under the present arrangement, has been a disappointment to the fans, is now being reorganized. The new team, which is being organized by Coach Wray, is expected to be a much better team than the old one. The new team is being organized by Coach Wray, who is a former player of the Harvard team. The new team is being organized by Coach Wray, who is a former player of the Harvard team.

addition of Amberg is one of the best moves that has been made in the history of the team. Amberg is a former player of the Harvard team, and he is a very good pitcher. He is expected to be a very good pitcher for the new team.

Criticism, however, of the Washington team, had a conference last night. Captain and his club having come out here for two games. After the conference both announced that nothing had been done in the matter. Still, it is expected that the team will be a much better team than the old one.

Yesterdays game was not short in the first half of the seventh inning for a ball. The Boston team, however, was not able to score. The game was a very close one, and it was expected that the Boston team would win.

Amberg Making Good.

On Thursday night and last night the team was a very good one. The team was a very good one, and it was expected that the Boston team would win.

Changes in Second Crew.

On Thursday night and last night the team was a very good one. The team was a very good one, and it was expected that the Boston team would win.

Special to the Boston American.

PROVIDENCE, April 8. Despite most unfavorable weather for baseball, 2,000 fans took a trip to Rocky Point and saw the Providence club of the Eastern League defeat the Boston Nationals in a fast game by a score of 2 to 1.

BOSTON BOYS WILL BATTLE FOR WELTERWEIGHT TITLE

Two Boston boys battle for the welterweight championship of the world on the Pacific coast on the 22nd of this month. The fight is between Mike Twine and Mike Sullivan. Mike Twine is a former champion, and Mike Sullivan is a former champion. The fight is expected to be a very close one.

ROSEBERRY IN TRIN CARER HANDICAP

Probable field of the 1907 Carter Handicap. Run at Aqueduct, L. I., Monday, April 15.

BRAY AT MAGNIFICENT FAST STABLE

The former Massachusetts trainer and driver, James Bray, is located at the Magnificent Fast Stable. Bray is a very good trainer and driver, and he is expected to be a very good trainer and driver for the new team.

M'GOVERN IS FEELING FINE

STAMFORD, Ct., April 8.—The simple life seems to be doing Terry McGovern a great deal of good. Terry McGovern is a former champion, and he is expected to be a very good trainer and driver for the new team.

WATKINS' TRIP SOUTH IS OPPOSED BY FACULTY

NEW HAVEN, April 8.—The injuries to Coach Lusk and Trainer Tenney of the Yale baseball team have caused another episode in the controversy over the trip to the South. The trip is expected to be a very close one.

PROBABLE FIELD OF THE 1907 CARTER HANDICAP

Run at Aqueduct, L. I., Monday, April 15.

ROLLER RAGES THIS WEEK

At the Park Square rink tonight there will be another roller skating race. The race is expected to be a very close one.

DR. HALLOCK'S FAMOUS REMEDIES

Cure to Stay Cured of All Diseases and Weaknesses of Men.

CATCHER KING TIM HURST

CHICAGO, April 8.—Catcher King of the Chicago Nationals arrived in Chicago last night. King is a very good catcher, and he is expected to be a very good catcher for the new team.

WET GROUNDS IN ST. LOUIS

ST. LOUIS, April 8.—The Cardinals and Browns did not play yesterday owing to wet grounds. The game is expected to be a very close one.

BASEBALL RESULTS

At Boston (A. L.), 10; at New York (N. L.), 11; at Chicago (C. L.), 12; at St. Louis (S. L.), 13; at Philadelphia (P. L.), 14; at Cincinnati (C. L.), 15; at Cleveland (C. L.), 16; at Detroit (D. L.), 17; at Milwaukee (M. L.), 18; at St. Paul (S. L.), 19; at Kansas City (K. L.), 20; at Louisville (L. L.), 21; at Cincinnati (C. L.), 22; at Cleveland (C. L.), 23; at Detroit (D. L.), 24; at Milwaukee (M. L.), 25; at St. Paul (S. L.), 26; at Kansas City (K. L.), 27; at Louisville (L. L.), 28; at Cincinnati (C. L.), 29; at Cleveland (C. L.), 30; at Detroit (D. L.), 31; at Milwaukee (M. L.), 32; at St. Paul (S. L.), 33; at Kansas City (K. L.), 34; at Louisville (L. L.), 35; at Cincinnati (C. L.), 36; at Cleveland (C. L.), 37; at Detroit (D. L.), 38; at Milwaukee (M. L.), 39; at St. Paul (S. L.), 40; at Kansas City (K. L.), 41; at Louisville (L. L.), 42; at Cincinnati (C. L.), 43; at Cleveland (C. L.), 44; at Detroit (D. L.), 45; at Milwaukee (M. L.), 46; at St. Paul (S. L.), 47; at Kansas City (K. L.), 48; at Louisville (L. L.), 49; at Cincinnati (C. L.), 50; at Cleveland (C. L.), 51; at Detroit (D. L.), 52; at Milwaukee (M. L.), 53; at St. Paul (S. L.), 54; at Kansas City (K. L.), 55; at Louisville (L. L.), 56; at Cincinnati (C. L.), 57; at Cleveland (C. L.), 58; at Detroit (D. L.), 59; at Milwaukee (M. L.), 60; at St. Paul (S. L.), 61; at Kansas City (K. L.), 62; at Louisville (L. L.), 63; at Cincinnati (C. L.), 64; at Cleveland (C. L.), 65; at Detroit (D. L.), 66; at Milwaukee (M. L.), 67; at St. Paul (S. L.), 68; at Kansas City (K. L.), 69; at Louisville (L. L.), 70; at Cincinnati (C. L.), 71; at Cleveland (C. L.), 72; at Detroit (D. L.), 73; at Milwaukee (M. L.), 74; at St. Paul (S. L.), 75; at Kansas City (K. L.), 76; at Louisville (L. L.), 77; at Cincinnati (C. L.), 78; at Cleveland (C. L.), 79; at Detroit (D. L.), 80; at Milwaukee (M. L.), 81; at St. Paul (S. L.), 82; at Kansas City (K. L.), 83; at Louisville (L. L.), 84; at Cincinnati (C. L.), 85; at Cleveland (C. L.), 86; at Detroit (D. L.), 87; at Milwaukee (M. L.), 88; at St. Paul (S. L.), 89; at Kansas City (K. L.), 90; at Louisville (L. L.), 91; at Cincinnati (C. L.), 92; at Cleveland (C. L.), 93; at Detroit (D. L.), 94; at Milwaukee (M. L.), 95; at St. Paul (S. L.), 96; at Kansas City (K. L.), 97; at Louisville (L. L.), 98; at Cincinnati (C. L.), 99; at Cleveland (C. L.), 100; at Detroit (D. L.), 101; at Milwaukee (M. L.), 102; at St. Paul (S. L.), 103; at Kansas City (K. L.), 104; at Louisville (L. L.), 105; at Cincinnati (C. L.), 106; at Cleveland (C. L.), 107; at Detroit (D. L.), 108; at Milwaukee (M. L.), 109; at St. Paul (S. L.), 110; at Kansas City (K. L.), 111; at Louisville (L. L.), 112; at Cincinnati (C. L.), 113; at Cleveland (C. L.), 114; at Detroit (D. L.), 115; at Milwaukee (M. L.), 116; at St. Paul (S. L.), 117; at Kansas City (K. L.), 118; at Louisville (L. L.), 119; at Cincinnati (C. L.), 120; at Cleveland (C. L.), 121; at Detroit (D. 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L.), 662; at St. Paul (S. L.), 663; at Kansas City (K. L.), 664; at Louisville (L. L.), 665; at Cincinnati (C. L.), 666; at Cleveland (C. L.), 667; at Detroit (D. L.), 668; at Milwaukee (M. L.), 669; at St. Paul (S. L.), 670; at Kansas City (K. L.), 671; at Louisville (L. L.), 672; at Cincinnati (C. L.), 673; at Cleveland (C. L.), 674; at Detroit (D. L.), 675; at Milwaukee (M. L.), 676; at St. Paul (S. L.), 677; at Kansas City (K. L.), 678; at Louisville (L. L.), 679; at Cincinnati (C. L.), 680; at Cleveland (C. L.), 681; at Detroit (D. L.), 682; at Milwaukee (M. L.), 683; at St. Paul (S. L.), 684; at Kansas City (K. L.), 685; at Louisville (L. L.), 686; at Cincinnati (C. L.), 687; at Cleveland (C. L.), 688; at Detroit (D. L.), 689; at Milwaukee (M. L.), 690; at St. Paul (S. L.), 691; at Kansas City (K. L.), 692; at Louisville (L. L.), 693; at Cincinnati (C. L.), 694; at Cleveland (C. L.), 695; at Detroit (D. L.), 696; at Milwaukee (M. L.), 697; at St. Paul (S. L.), 698; at Kansas City (K. L.), 699; at Louisville (L. L.), 700; at Cincinnati (C. L.), 701; at Cleveland (C. L.), 702; at Detroit (D. L.), 703; at Milwaukee (M. L.), 704; at St. Paul (S. L.), 705; at Kansas City (K. L.), 706; at Louisville (L. L.), 707; at Cincinnati (C. L.), 708; at Cleveland (C. L.), 709; at Detroit (D. L.), 710; at Milwaukee (M. L.), 711; at St. Paul (S. L.), 712; at Kansas City (K. L.), 713; at Louisville (L. L.), 714; at Cincinnati (C. L.), 715; at Cleveland (C. L.), 716; at Detroit (D. L.), 717; at Milwaukee (M. L.), 718; at St. Paul (S. L.), 719; at Kansas City (K. L.), 720; at Louisville (L. L.), 721; at Cincinnati (C. L.), 722; at Cleveland (C. L.), 723; at Detroit (D. L.), 724; at Milwaukee (M. L.), 725; at St. Paul (S. L.), 726; at Kansas City (K. L.), 727; at Louisville (L. L.), 728; at Cincinnati (C. L.), 729; at Cleveland (C. L.), 730; at Detroit (D. L.), 731; at Milwaukee (M. L.), 732; at St. Paul (S. L.), 733; at Kansas City (K. L.), 734; at Louisville (L. L.), 735; at Cincinnati (C. L.), 736; at Cleveland (C. L.), 737; at Detroit (D. L.), 738; at Milwaukee (M. L.), 739; at St. Paul (S. L.), 740; at Kansas City (K. L.), 741; at Louisville (L. L.), 742; at Cincinnati (C. L.), 743; at Cleveland (C. L.), 744; at Detroit (D. L.), 745; at Milwaukee (M. L.), 746; at St. Paul (S. L.), 747; at Kansas City (K. L.), 748; at Louisville (L. L.), 749; at Cincinnati (C. L.), 750; at Cleveland (C. L.), 751; at Detroit (D. L.), 752; at Milwaukee (M. L.), 753; at St. Paul (S. L.), 754; at Kansas City (K. L.), 755; at Louisville (L. L.), 756; at Cincinnati (C. L.), 757; at Cleveland (C. L.), 758; at Detroit (D. L.), 759; at Milwaukee (M. L.), 760; at St. Paul (S. L.), 761; at Kansas City (K. L.), 762; at Louisville (L. L.), 763; at Cincinnati (C. L.), 764; at Cleveland (C. L.), 765; at Detroit (D. L.), 766; at Milwaukee (M. L.), 767; at St. Paul (S. L.), 768; at Kansas City (K. L.), 769; at Louisville (L. L.), 770; at Cincinnati (C. L.), 771; at Cleveland (C. L.), 772; at Detroit (D. L.), 773; at Milwaukee (M. L.), 774; at St. Paul (S. L.), 775; at Kansas City (K. L.), 776; at Louisville (L. L.), 777; at Cincinnati (C. L.), 778; at Cleveland (C. L.), 779; at Detroit (D. L.), 780; at Milwaukee (M. L.), 781; at St. Paul (S. L.), 782; at Kansas City (K. L.), 783; at Louisville (L. L.), 784; at Cincinnati (C. L.), 785; at Cleveland (C. L.), 786; at Detroit (D. L.), 787; at Milwaukee (M. L.), 788; at St. Paul (S. L.), 789; at Kansas City (K. L.), 790; at Louisville (L. L.), 791; at Cincinnati (C. L.), 792; at Cleveland (C. L.), 793; at Detroit (D. L.), 794; at Milwaukee (M. L.), 795; at St. Paul (S. L.), 796; at Kansas City (K. L.), 797; at Louisville (L. L.), 798; at Cincinnati (C. L.), 799; at Cleveland (C. L.), 800; at Detroit (D. L.), 801; at Milwaukee (M. L.), 802; at St. Paul (S. L.), 803; at Kansas City (K. L.), 804; at Louisville (L. L.), 805; at Cincinnati (C. L.), 806; at Cleveland (C. L.), 807; at Detroit (D. L.), 808; at Milwaukee (M. L.), 809; at St. Paul (S. L.), 810; at Kansas City (K. L.), 811; at Louisville (L. L.), 812; at Cincinnati (C. L.), 813; at Cleveland (C. L.), 814; at Detroit (D. L.), 815; at Milwaukee (M. L.), 816; at St. Paul (S. L.), 817; at Kansas City (K. L.), 818; at Louisville (L. L.), 819; at Cincinnati (C. L.), 820; at Cleveland (C. L.), 821; at Detroit (D. L.), 822; at Milwaukee (M. L.), 823; at St. Paul (S. L.), 824; at Kansas City (K. L.), 825; at Louisville (L. L.), 826; at Cincinnati (C. L.), 827; at Cleveland (C. L.), 828; at Detroit (D. L.), 829; at Milwaukee (M. L.), 830; at St. Paul (S.

